RAIL TRAVEL NEWS

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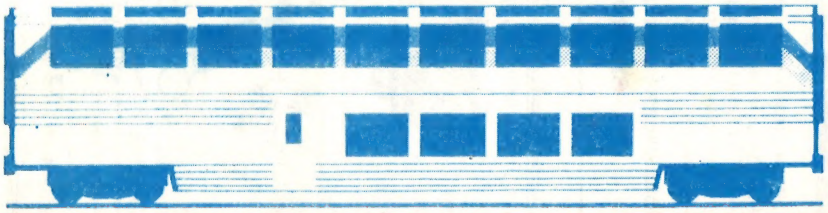

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FIRST CLASS

Why Can't California Have More Trains?

Maybe it's because California doesn't have an effective rail lobby, speaking up for more train service.

We're TRAC

The Train Riders' Association of California. And we believe there are real opportunities this year to improve train service. Now that the Deukmejian administration is giving signs of supporting some new passenger trains, with **your** help we could:

- Add a third **San Joaquin** from the Bay Area via Sacramento, to Fresno, Bakersfield and the East.
- Add a new service from the Bay Area to Sacramento, High Sierra resort areas, and Reno.
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LETTERS

I enjoy Rail Travel News. As a long-time supporter of Amtrak, I am amazed to find they can't improve on-board personnel attitudes—the snack bar attendants being the worst.

Just made a round trip to Virginia and Florida. The inept railroading at the Auburndale Junction northbound is unreal. We lay there nearly an hour while they fumbled. I was in the Tampa section, and we were standing most of the time (no switching movements).

The speed in the Northeast Corridor is impressive—with 18 cars, one GE E-60 locomotive, we held 103-104mph for several stretches, and smooth riding.

Art Harrison
Locust Valley, New York

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ON THE COVER

This photograph, featuring Amtrak F-40 locomotive 295, appeared in the Amtrak booklet "Amtrak is People", undated, but which was published in the latter part of the tenure of President Alan Boyd. The location of the photo is not mentioned, but it is an artistically interesting shot—only half of it is shown here—with repeating patterns of rectangles and cylinders in both the buildings and the train equipment.

It might interest you to know where your little magazine reaches. It is ready by a number of people down under in our association thru its being passed on to use by a subscriber. We are generally keen to see what is indeed happending in North America.

Might I comment upon the letters in issues 274 and 276 regarding travel agents? I should point out that I am involved in the travel business in Sydney and have ticketed people on both Amtrak and VIA Rail.

I would agree that most travel agents are anything but rail-oriented. Yes, they are like the rest of the public; it is a matter of conditioning. Most travel agents in Sydney will not handle rail bookings, yet the railways pay a higher commission than the airlines. However, to actually gain rail accreditation is also a very hard battle. But because people can come in and sit down and get a pleasant response, they do their rail bookings with us. Where else can one gain commission on free tickets (yes, on pensioner free travel).

Bookings on both Amtrak and VIA Rail have never presented any difficulty. I wonder if a certain number of seats are kept for overseas visitors. At very short notice I had the personal opportunity of visiting the West Coast last August, and with three days' notice I obtained seats on all the trains that I wished, including the SPIRIT OF CALIFORNIA—all booked and ticketed here. I might add that I found a very friendly agent in Vancouver on the Sunday that I was there who took my exchange order and eventually sold me a ticket to North Vancouver (from Vancouver) via Calgary, Edmonton and Prince George.

Here in Sydney there has been a general apathy to booking anyone by rail, but the State Rail Authority is making amends lately to improve relationships with its agents.

T. J. Tottenham
Secretary NS.W. Division
Australian Electric Traction Association
Ryde, Australia

I have had the opportunity to read several copies of your magazine, and I wonder why so many people seem to find fault with Amtrak trains? Especially when you consider who and what they have to work with.

We just finished an 8000-mile trip across country on trains 36, 6, 40, Corridor, 41, 7 and 11. We could not have asked for more. No equipment failures, personnel were great, even in the dining cars.

I will have to admit that some of the roadbeds were not up to par. The Amtrak line east of Harrisburg and the corridor roadbeds were good. Trains ran smoothly above 100mph. We did notice that BN is doing a lot of work in Montana and some work was being done on Conrail east of Chicago. DRGW, UP and Santa Fe east of San Bernardino had good track. The Milwaukee Road was the worst. UP lost about an hour taking sidings for freight trains.

Don W. Yeager
Bishop, California

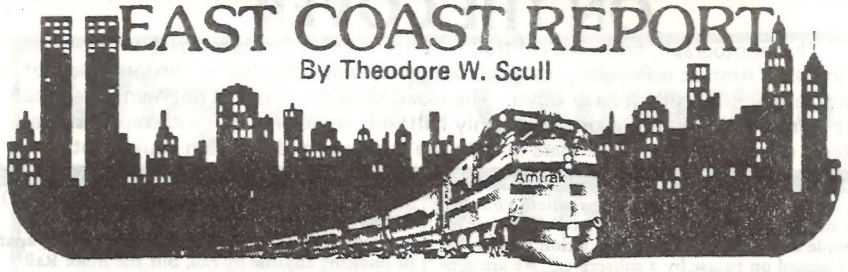
BOOKS

■ The Steam Passenger Service Directory for 1984, the 19th year of this publication, is now available. This book features virtually all of the steam tourist railroads, trolley museums and railway museums in the U.S. and Canada. It is a handy RTN-size 188-page softbound manual which devotes one page to each of the railways or museums featured. For each there is a representative photo and succinct, updated information on location, type of ride, schedule, fares, and types of locomotives and cars. The address and telephone number of each listing is given, as well as an indication of types of other facilities, such as gift shop, picnic area, etc. Included are four pages of guest coupons for many of the railways, which alone could more than pay for the price of the book, which is $5 (if ordered by mail, an extra 50 cents will bring first class delivery. Editor of the guide is Marvin H. Cohen, and it's available from shops or from Empire State Railway Museum, Box 666, Middletown NY 10940.

■ Train Trips: Exploring America by Rail, by William G. Scheller, was reviewed here when it first appeared in 1981. Now out (June 6) is the first revised edition, which now includes Canada as well as the U.S. This RTN-sized softbound book of 290 pages is a sort of route guide to Amtrak and VIA routes in the traditional manner, giving information on points of interest and some history of locations along the routes. Unfortunately, some sloppiness seems to have entered into the revision of the book. There is only a passing reference to the AUTO TRAIN—much less than it deserves. The Canadian section covers only the OCEAN and CANADIAN, with nothing about the Corridor or the SKEENA for example. In an appendix are listed other railroads: The Alaska, BCR, QNS&L, Ontario Northland, and Algoma Central. Some Amtrak routes are given very short shrift; the SAN JOAQUIN is barely mentioned, for example, and the scenic route of the PIONEER is quickly skimmed over. However, for those lacking other route guide sources, this book will provide much information. Like many route guides, it is a bit too statistic-oriented. The book is $9.95 from bookstores or the publisher, East Woods Press, 429 East Blvd, Charlotte NC 28203.

EAST COAST REPORT

By Theodore W. Scull



On June 3 the Port Authority of New York and New Jersey increased the PATH fare to 75 cents, the second half of a scheduled two-step rise. The flat fare went from 30 to 50 cents in July 1983.

The 8-page journal Pathways described the major improvements to expect in the system's infrastructure and car fleet. The 248 PA cars built between 1965 and 1972 will see rehabilitation start at the end of 1984, and new cars will be ordered early in 1985 to replace the "K-series" cars built in 1958-59 for the Pennsylvania and the Hudson and Manhattan Railroads, the owners before the Port Authority takeover. As a point of minor interest, all PA 1, 2 and 3 cars are named after New Jersey cities, towns, townships and boroughs.

On the first day of the fare rise, I rode the PATH from 33rd Street to Hoboken to join RTN readers Doug Bowen and Maureen Quinn for a ride on the Gladstone Branch and brunch at the Brass Penny at the end of the line, an unbeatable combination. At Summit we changed from a diesel-hauled train bound for Dover to a four-car electric set dating from 1925 and 1930 for one of the most scenic commuter line rides in the country. The Brass Penny, just a 2-minute walk from the Gladstone Station, is an attractive country inn serving breakfast, brunch, lunch and dinner every day of the week. On Sunday, the schedule allows for just under three hours' layover, with time to walk some of the residential streets.

★★★

Speaking of old coaches, the Maryland Railroad Administration is giving away its five remaining electric cars, originally built in 1912 and 1913 for the Pennsylvania Railroad's Philadelphia suburban lines, as it would cost about $10,000 to scrap them. MRA bought seven of them in 1976 for $645 and used them for only two years on the line between Baltimore and Washington. The B&O Railroad Museum and the Altoona Railroaders Museum have dibs on two of them. They are all in very poor condition and can be seen by Amtrak riders on the right-hand side 2½ miles north of the Baltimore station.

★★★

During the early part of the week of June 10 I toured the Connecticut coastline and visited several Shore Line railroad station. In about a month, the Mystic Depot should be one of the country's most inviting small-town stations. The two-color wooden structure set on a brick base was constructed in 1905, badly damaged in the 1938 hurricane, repaired, and then allowed to fall into dereliction for many years. The depot became the model for Lionel's Lionelville Station. The platforms, railings, and landscaping are in the final stages of completion. A friendly gentleman whose Amtrak-style name tag reads "Sonny Stationmaster" assists passengers but does not sell tickets. The station also serves as the Chamber of Commerce Headquarters, a gift shop, art gallery and real estate office. The Mystic River drawbridge operator makes the train announcements.

At New London, the splendid brick station retains its solid elegance, serving as an Amtrak station and Greyhound depot, restaurant and bar, and recruiting stations for the Army, Navy, Marines and Air Force. Directly opposite are the docks for the ferries to Orient Point, Block Island and Fishers Island. Except for the Fishers Island Ferry, a long safety fence blocks direct access to the other two services. By following the officials "Ferry" signs on the platform, travelers are in for an unpleasant half-mile walk. By rounding the fence the other direction, however, one will discover a narrow

(continued on page 18)

RAIL CANADA

INAUGURAL RUN OF THE PANORAMA

BY ROBERT W. RYNERSON

The official inaugural run of VIA Rail's PANORAMA began in Winnipeg's Union Station, with scheduled departure time 12:45pm June 3. But the departure story was upstaged by bigger news, announced in the station rotunda by Federal Transport Minister Lloyd Axworthy.

The minister was carrying a ceremonial sword presented to him minutes before at a stop at a Sikh temple, and bystanders remarked that he seemed well-prepared to head into the non-Liberal West. He was even better prepared than that, however. Without benefit of a PA system, he told a crowd of reporters, supporters, rail travel enthusiasts and passengers that direct Edmonton-Jasper-Vancouver service would be restored in the spring of 1985. Immediately, attention turned toward the future: What would the new service be like? How often would it run? What commitments had been made? Handouts, comments by Axworthy and others, and some work with timetables answered these and many other questions—but raised more. (See separate article in this issue.)

First, it was time to celebrate the resumption of thru Winnipeg-Edmonton service on the CN main line. Better yet, for history buffs, it will be three times weekly thru service to Prince Rupert on the West Coast. The long-ago dream of Charles Melville Hays and the Grand Trunk Pacific was being restored.

Lloyd Axworthy and Edmonton's Mayor Laurence Decore headed to the lead unit of the specially-augmented Train 3 consist. They took turns posing for the traditional "politician at the controls" photos and then it was departure time. In fact, it was 30 minutes after departure time, and the PANORAMA did have paying passengers to deliver.

In addition to the regular cars in the consist, a Dayniter, a Skyline Coffee Shop car, and the sleeper "Elgin" were provided for guests on the VIP segment of the trip. Car CN92, a vice-president's business car (in VIA colors), brought up the rear of the train. The dome coffee shop had become a dome diner-lounge, serving meals on tablecloths and with a certain degree of style. Regular runs will include this same service, followed up by two sleepers on Prince Rupert runs, and one sleeper on Edmonton runs. Brisk ticket sales suggest that more cars will be added as required.

The run to Portage la Prairie took the PANORAMA out of urban Manitoba, along a line where track crews were removing concrete ties. Speeds here can vary greatly, depending on the coincidences of train times and trackwork times.

West of Portage la Prairie, Train 3 swung onto "new" mileage, a portion of the CN main line which was omitted in the Nov 1981 service scheme. This is the real Canadian Prairie, as the line avoids population centers in favor of the most direct route toward Saskatoon. An exception is at the division point of Melville, where the biggest celebration of the trip awaited the official party.

Melville is one of those classic cases in Western rail passenger situations: a substantial community left off the east-west highway system, but placed on a railway main line. Bus service for Melville runs diagonally across the CN route, providing east-west connections that range from poor to terrible. The same story is true in one way or another at all the smaller centers between Edmonton and Portage la Prairie. In a land where driv-

ing is not recommended for the elderly or those with unprepared automobiles, the loss of train service had far more political impact than had been understood in Ottawa in 1980-81. On the platform in Melville, Axworthy told how his mother, a Melville resident, had urged him to restore the service so that she and other seniors could travel to Winnipeg.

Harold Murray, Western VP of VIA Rail, and Don Abel, the Mayor of Melville, also spoke. Abel, who became active in Saskatchewan's Transport 2000 branch, told of all the people involved in restoration of the service. He included the "Viva VIA" train delegation which had traveled to Ottawa in Oct 1981, in what was then seen by some as a futile gesture of opposition to the Federal steamroller. Many of that group were on hand on the inaugural run, and were introduced by Abel. His speech helped to balance the feeling of some journalists and other observers that the rail restoration events were too closely tied to the Liberal Party's attempts to regain its lost popularity in the West. A champagne toast and lots of welcoming signs served to smooth over some of the remaining rough edges, as the train left Melville an hour behind schedule.

The Mayor of Watrous was nervous about the next stop—his town. Somehow, a proper event on the Melville scale (now that he had seen it done) had not been organized. Would anyone turn up at the depot? Fortunately, some Canadians have inherited the British ability to muddle thru, and a spontaneous crowd was on hand, with a large drum.

The PANORAMA left the resort of Watrous and plunged into the Prairie night. The crowd in the business car were now all good friends, as the last of the beverages disappeared. The train had been properly decorated with banners, the details had been attended to. The CN engineer was making up lost time on the well-padded schedule. For some it was time to prepare to leave the train at Saskatoon. For others, it was bedtime. And then there were those questions to ask. What about the Vancouver service?

Train 3 arrived in Edmonton on time at 7am on June 4.

THE NEW VANCOUVER TRAIN
BY ROBERT W. RYNERSON

The restored train between Edmonton and Vancouver, set for 1985, is only part of a series of changes proposed for VIA Rail transcontinental services. Most of the changes have been under discussion for some time, but under the pressure of a potential change in government, commitments are being made.

A Canadian Federal election is due this year, and the ruling Liberal party is suddenly looking into the deep hole dug for it by its own oeaders' actions in the West. The replacement for Jean Luc Pepin, who became known widely as the symbol of arrogance (he called the concept of bilevel long-distance trains "eccentric") on transport matters is Lloyd Axworthy. Mr. Axworthy is one of the two Liberal Members of Parliament from west of Ontario, and he has established a reputation as an aggressive operator, eager to see his party restored to national status.

Understanding the political scene in Canada is important in understanding why items which had been under consideration for so long suddenly began to move. If the announced plans are not well thought out, the Conservatives may inherit the problems. If the Liberals return to power, Axworthy will be in a strong position to obtain the resources needed to make the plans work. It appears to be a case of heads he wins, tails he wins. This may simply seem like smart politics, but it's not been seen on the subject of rail passenger service from the Liberals for many years.

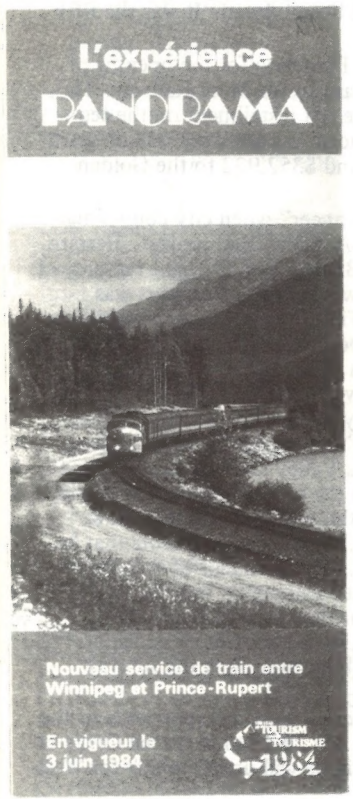
The handout issued in Winnipeg on June 3 stated that service on the new Edmonton-Jasper-Vancouver train would begin in the *fall* of 1985. That date contradicts Axworthy's verbal statement that it would be spring, but this may reflect the differing priorities of VIA Rail and the Minister.

(continued on page 19)

RAIL CANADA

(continued)

RETURN OF THE ATLANTIC is strongly supported by Canada's Transport 2000 consumer group. Speaking in Saint John, N.B., June 16, T-2000 President Guy Chartrand said that his organization began its campaign for the retention of the ATLANTIC in Aug 1981, and now in Jun 1984 he is well aware of the inconvenience to consumers of using the present circuitous service connecting Montreal and Saint John via Moncton. The southwest of New Brunswick, the state of Maine and the eastern townships of Quebec have the potential market, currently badly exploited by VIA Rail, to justify the restoration of the direct link with Central Canada, Chartrand said. Transport Minister Lloyd Axworthy told reporters on Jun 6 that his department has not yet decided whether restoration of the train would be economically justified.



VIA'S NEW PANORAMA train has a small color brochure out, pictured at left. The attractive color train photo cannot actually be the PANORAMA, of course, since operations began only on June 3.

TRAIN SERVICE BEGINS Jun 21 on the route between Quebec City and the resort of Pointe au Pic. There has been no service there for almost 25 years. Five double-decker GO Transit commuter cars will be the equipment for the daily 125-km trip. Round-trip fare is $30. The 80-minute trips will feature meal service and entertainment.. The 95-year-old line runs along the north shore of the St. Lawrence River, and is noted for its scenery. The summer service, lasting thru Sep 3, was negotiated as part of a tourist attraction program for the 450th anniversary of Cartier's discovery of Canada.

SYDNEY, N.S. OFFICIALS are concerned about the steady reduction in VIA service to their city, and have been trying to press VIA officials to discuss the future of rail passenger service there.

THE WHITE PASS & Yukon Railway should be maintained in its present shutdown state, covered by both Yukon and federal funding, until the Cyprus Anvil Corp., on which the railway depends for freight revenue, resumes shipments, or until June 1, 1986. This was the decision of a CTC report issued June 5.

PANORAMA'S SLEEPER SERVICE was reported booked solid almost from the day of its startup.

NEW VANCOUVER TRAIN is to be introduced as a 5-year experiment which will be accompanied by a major tourism promotional program, Transport Minister Lloyd Axworthy said in a June 3 announcement. The service, he said, "will actually be an extension of the Winnipeg-Saskatoon-Edmonton service just implemented. Combined with western transcontinental runs, this will allow the creation of 'circle' tour packages thru the Rocky Mountains. The faster schedule from Montreal to Vancouver for the western transcontinental service [up to 7 hrs faster] is expected to be particularly attractive to inter-city travelers and should increase patronage in the off-season. At the same time, the faster schedule will reduce operating expenses and ease demand on equipment. The faster transcon schedule will also change the present arrival and departure times for communities in northern Ontario which use the train as a local service.

In anticipation of such a change, new services will be introduced for Capreol-Hornepayne and for Sudbury-White River." He said that one-time capital expenses for refurbishing equipment will be about $8.6 million, with government funding for the extra service being $4.1 million initially, dropping off to zero as the service becomes well-established.

URBAN-SUBURBAN TRANSIT

A PATH INVESTIGATION of the collapse of the ceiling at the Journal Square station in Jersey City last Aug 8 was published Jun 19, and it blamed faulty design, and problems with construction, maintenance, inspection and repair of the ceiling. Two people were killed and 12 others injured

CHICAGO TRANSIT AUTHORITIES were informed of the finding of parts of an exploded bomb on railroad property Jun 8. No one had been injured. It was the fifth bomb found in the city since May 31.

UMTA ADMINISTRATOR Ralph L. Stanley, in San Francisco for the opening of the cable car lines, announced Jun 20 a $45.9 million grant to the Muni Railway. He presented Mayor Feinstein a check for $10.3 million, the last installment on the federal portion of cable car restoration funds. Also announced was an $18.8 million grant for 18 new locomotives for the Caltrain commute line, and $352,922 to the Golden Gate Transit District.

LOS ANGELES MAYOR Tom Bradley "exploded in anger" when city councilman John Ferraro on Jun 18 withdrew his support for the L.A. Metro Rail project. Ferraro said he favored instead a light rail project for the city. Bradley said the light rail project had already been declared infeasible and that Ferraro's withdrawal of support was "naive" and "ridiculous." The following day the L.A. Times warned in an editorial that L.A. could not afford dissent on the project now, because Washington would like to divide and conquer L.A. and avoid spending funds on the project. The paper called Ferraro's attack "witless", but said "the project can survive without him." Writing on the op-ed page of the same edition, San Fernando Valley Congressperson Bobbi Fiedler called the subway a "pork-barrel project" that "won't meet transit needs." Meanwhile, a bill that would give priority to construction of a Valley station once building of the system starts, made another successful move thru the state legislature. The bill is important for keeping Valley residents supportive of the subway project. A few days earlier, UMTA Administrator Stanley told the L.A. Times that he doubts that he will come out in support of the entire 18.6-mile project. The president of the Greater L.A. Chamber of Commerce then said that he would not recommend that the mayor support the Metro Rail project unless federal support for the entire project is evidenced. In other Metro Rail news this month, the L.A. Planning Director issued a proposed city ordinance that would permit much taller buildings along the subway portions of the system.

WESTWAY TRADE-IN COALITION has called an action alert for opponents of the New York City highway to attent a final public hearing Jun 26-27 on a crucial Corps of Engeineers permit for the highway. Gov. Cuomo has said he will drop support for Westway if the permit is not issued.

NORTHWESTERN PACIFIC LINE between San Rafael and Ignacio CA was inspected from a Hy-Railer Jun 13 by Marin County officials who are insterested in establishing some kind of commuter operation on the line. SP is interested in selling the line as far as north as Ignacio, and north of that point it might share the right of way with a commuter line that used tracks other than the present freight tracks.

THE BIGGEST CHANGES in AC Transit's history are in the making. The East Bay bus system plans to sharply reduce transbay service, instead feeding BART lines, except at peak hours. A massive restructuring of lines is planned, and a line to Palo Alto from the Hayward BART station, crossing the Dumbarton Bridge, is proposed.

LONG ISLAND RAIL ROAD averted a strikeset for Jun 22 when a union asked instead for appointment of an emergency board by President Reagan.

AMTRAK RIDERSHIP FIGURES

MAY 1984 DATA

(First column is number of riders; second is % change from 1983)

NORTHEAST CORRIDOR		
METROLINERS	116,892	26.2
NE CORRIDOR CONVENTIONAL	542,340	1.1
NEW HAVEN-SPRINGFIELD	22,089	9.1
NEW YORK-PHILADELPHIA	212,663	4.5
PHILADELPHIA-HARRISBURG	63,276	-13.5
TOTAL NE CORRIDOR	957,260	5.4
SHORT DISTANCE		
NEW YORK-ALBANY-NIAGARA FALLS	71,805	4.1
CHICAGO-ST. LOUIS	29,049	5.6
CHICAGO-MILWAUKEE	9,978	-20.9
CHICAGO-DETROIT-TOLEDO	34,419	-5.9
CHICAGO-CARBONDALE	11,488	-11.2
CHICAGO-QUINCY	6,150	7.7
LOS ANGELES-SAN DIEGO	113,867	-4.9
SEATTLE-PORTLAND	8,828	100.0
WASHINGTON-MARTINSBURG	15,485	-7.0
OAKLAND-BAKERSFIELD	26,520	29.7
NEW YORK-MONTREAL	5,438	-9,8
CHICAGO-PT. HURON-(TORONTO)	9,372	-14.6
MINNEAPOLIS-DULUTH	7,680	14.1
CHICAGO-VALPARAISO	18,640	-14.3
CHICAGO-INDIANAPOLIS	6,348	27.0
PITTSBURGH-PHILADELPHIA-NYC	9,447	29.8
LOS ANGELES-SACRAMENTO	--	-100.0
MIAMI-TAMPA	5,172	-4.0
MOBILE-NEW ORLEANS	9,095	0.0
TOTAL SHORT DISTANCE	398,782	.4
LONG DISTANCE		
WASHINGTON-MONTREAL	8,211	-23.3
NEW YORK-FLORIDA	56,225	-21.3
CHICAGO-NEW YORK/WASHINGTON	23,345	1.6
CHICAGO-CIN-WAS-NEW YORK	6,905	-15.1
CHICAGO-SEATTLE/PORTLAND	36,584	6.2
CHICAGO-OAKLAND/L.A./SEATTLE	62,554	2.4
CHICAGO-LOS ANGELES	23,942	-3.2
CHICAGO-NEW ORLEANS	19,003	.8
CHICAGO-TEXAS	11,027	-15.2
NEW ORLEANS-LOS ANGELES	9,521	-11.9
LOS ANGELES-SEATTLE	46,916	8.6
CHICAGO-NEW YORK/BOSTON	31,522	-6.9
BOSTON-NEWPORT NEWS	7,310	-19.5
NEW YORK-SAVANNAH	13,055	-9.5
NEW YORK-NEW ORLEANS	29,942	1.3
KANSAS CITY-CENTRALIA-NEW ORL	16,576	3.6
AUTO TRAIN (LORTON-SANFORD)	6,471	0.0
TOTAL LONG DISTANCE	411,111	-3.1
SPECIAL TRAINS	7,812	-49.1
SYSTEM TOTAL	1,774,965	.7

Here are the May, 1984 Amtrak ridership figures. The figures for April were published in RTN 292.

May proved to be a somewhat lackluster month, with an overall increase of only seven tenths of one percent. All route categories were up a small amount, with NE Corridor Metroliner service leading the way with a 26.2% increase. We had been told that the Portland-Seattle route was doing well, and now the official figures show a stunning 100% increase over May, 1983. The 100% decrease under L.A.-Sacramento reflects the discontinuance of the SPIRIT OF CALIFORNIA last fall.

Note that Amtrak has moved the RIVER CITIES data from short distance to long distance. Evidently those figures now include some or all of what was previously the Chicago-Kansas City route.

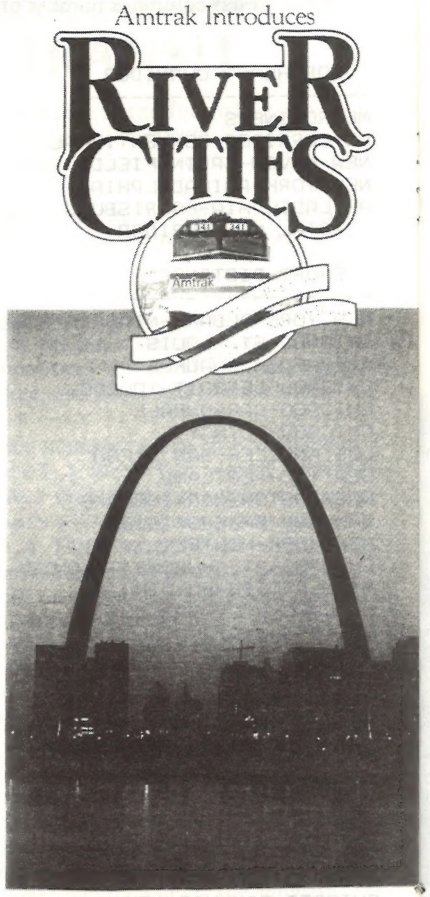
AUTO TRAIN patronage continues to climb by the month, to a new high of 6471 in May.

The New River Cities

The April 29 startup of Amtrak's RIVER CITIES, the Kansas City-St. Louis-Centralia train that connects with the Chicago-New Orleans CITY OF NEW ORLEANS, has brought to Kansas City for the first time since 1969 a thru rail passenger service to New Orleans.

The RIVER CITIES itself consists of a thru sleeper, dome coach, Amcoach and Amdinette. The Amdinette serves tray meals. A train chief works aboard the train.

Unfortunately, little marketing was done before the inaugural run of the train, since approval to run the service came only at the March meeting of the Amtrak Board, only a month before startup.

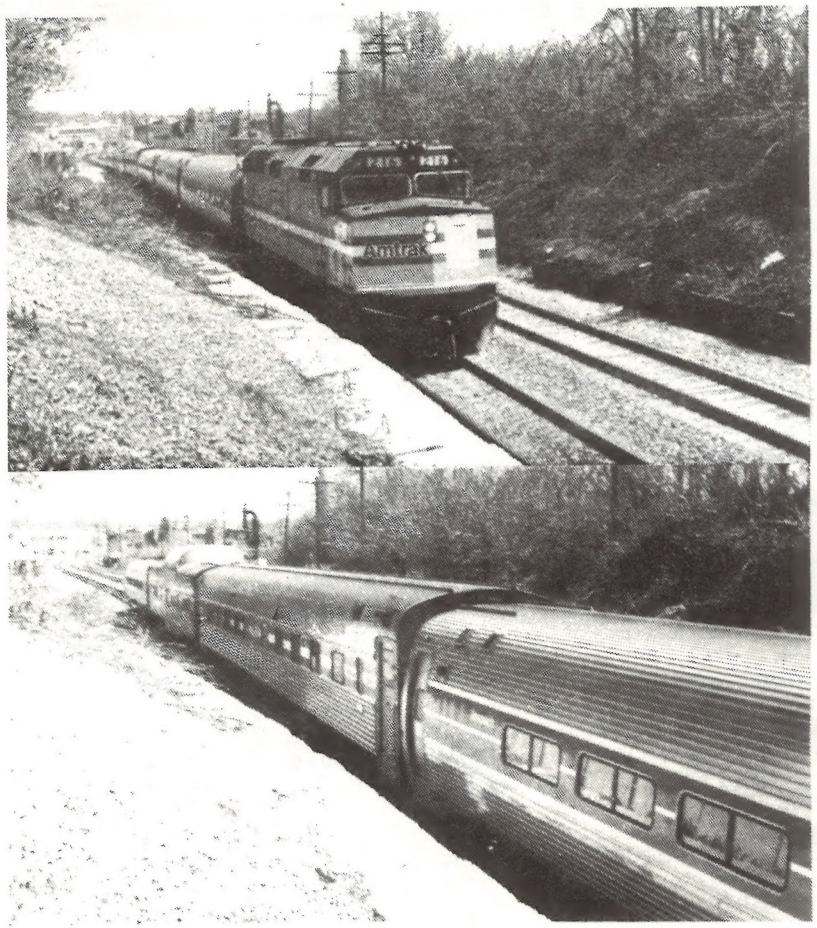


It is reported that the train had a number of operational troubles in its early days. On-going trackwork on MoPac between Jefferson City and Kansas City is evidently one source of problems. On May 2, train 359 terminated at St. Louis due to engine failure. There were two thru passengers that day. The same day, it, combined with the CITY, detoured in Mississippi due to tornadoes, for a 4-hour delay. The northbound combined train on May 3 was delayed an hour by the same tornado situation, and the southbound train terminated in St. Louis, late due to freight interference. The equipment of May 2 operated as an on-time section St. Louis-Centralia, with four thru passengers. The northbound terminated in St. Louis, carrying two thru passengers. On May 5 train 359 terminated at St. Louis due to trackwork problems on MoPac. On May 7, train 358/58 was delayed by tornadoes at Dyerburg TN; train 358 terminated at St. Louis with two thru passengers; and train 359 terminated at St. Louis with two thru passengers. On May 10, train 358 terminated at Jefferson City MO with engine failure. On May 14, train 358 terminated at St. Louis and five passengers bound for Kirkwood MO were put in a taxi. An on-time section of train 358 was operated between St. Louis and Kansas City.

So the train has had a rough beginning, but Midwestern rail supporters are working hard to help the service succeed, as well as enjoying this new addition to the Amtrak stable. MOKSRail Chairman Wayne Copple points out that altho Kansas City had thru service to New Orleans up to 1969, the intermediate points in Missouri never did, and so for these cities the new train represents a novel service expansion.

††

Photo captions: (above:) A moody St. Louis sunset scene appears on Amtrak's new RIVER CITIES color brochure. (top of next page:) Leaving Independence MO on Apr 30 is the first thru Amtrak train from New Orleans, heading for Kansas City and inaugural ceremonies. Note dome and sleeping car on train. Photos by Wayne Copple, reprinted with permission from MOKSRail News. (bottom of next page:) Reader Matt Stedelin and companion enjoy a 70mph dome ride between Kansas City and Kirkwood on the inaugural eastbound run.



Now Amtrak takes you-direct-to cities of genteel beauty and sizzling fun alongside two of America's greatest rivers.

(continued on page 18)

Fifty Years of Streamliners

FIFTIETH ANNIVERSARY OF THE PIONEER ZEPHYR RUN

On May 26, 1934 the Burlington's three-car articulated PIONEER ZEPHYR made a record-setting dawn-to-dusk run from Denver to Chicago, averaging 77.6mph and effectively initiating the streamlined diesel era.

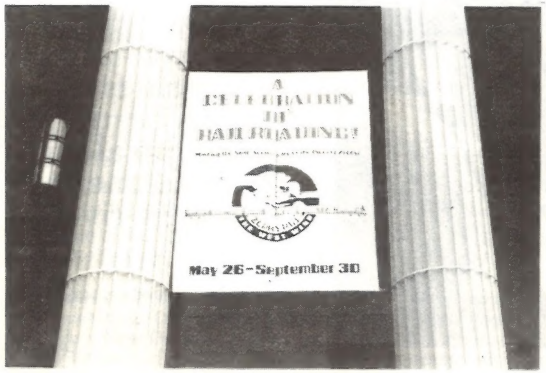
Fifty years later the Chicago Museum of Science and Industry is celebrating that event, and railroading in general, with a special event, "A Celebration of Railroading", which features as its centerpiece the original ZEPHYR trainset, which has resided at the museum since 1960 (the train's engine is at the Smithsonian Institution).

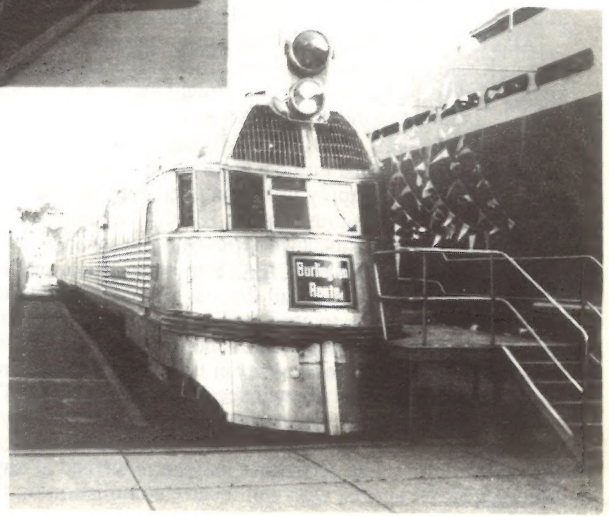
All polished up for this event is the ZEPHYR trainset, shown here in photos by Jack Ferry, taken on June 8. The little train carried 72 passengers on its special run, an event of such proportions that many of those passengers continued to convene annually for 30 years afterwards as the "Dawn-to-Dusk" club. We reported last issue that the Amtrak CALIFORNIA ZEPHYR on May 26 this year picked up the last surviving crewman of that run by making a special stop at Sanwich IL, and took him to Chicago to attend the exhibit (which runs thru Sep 30).Also surviving, reports the Chicago Tribune, is stewardess Marion Miller, now 80, who began work on the train on May 31, 1936, when it began regular Chicago-Denver runs. At first the train operated on the Lincoln, Omaha and Kansas City route. Just after its first run, the train was used in a Hollywood film, "Silver Streak" (no connection with the late-1970s movie of the same name). As soon as more of the Budd-built equipment was available, consists were expanded to 12 cars. The original train also was on display at the Century of Progress Exposition in Chicago in 1934.

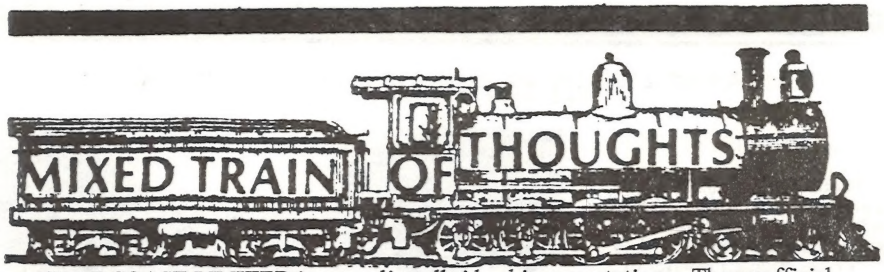
Unfortunately, progress doesn't always remain progressed; the Chicago Tribune editorialized this way in its June 13 edition: "The Zephyr on May 26, 1934, made a record-setting trip from Denver to Chicago and caused America's railroads to convert from steam engines to diesel power. The 1,015-mile sprint took only 13 hours and 5 minutes. Unfortunately, progress is sometimes retrograde. Amtrak's government-subsidized San Francisco Zephyr, the original's descendant, now takes 17 hours and 50 minutes to make the same trip. Of course, the original Zephyr did not have to stop in every congressional district along the way to pick up constituents, er, riders."

The first three-car train carried no dining car, and in its place vendors would come aboard to sell sandwiches and snacks. The train is said to have operated 3,222,898 miles before it was retired. The success of the train spawned many more stainless-steel ZEPHYRS, and the silvery, fluted cars have a very familiar appearance even to train riders of the present.

Photo captions—(lower left:) banner outside Chicago's Museum of Science and Industry heralds the railroading exhibit.
(Lower middle:) Interior of railway express car of the PIONEER ZEPHYR.
(Right:) Interior view of the round-end observation lounge, an innovation in passenger rail.
(Lower two photos:) Rear and front view of the train. At exhibit it rests alongside captured U-505 submarine.







GULF COAST LIMITED is exceeding all ridership expectations. The unofficial figures for May show approximately 7500 passengers carried. An average of 71 per day boarded in Mobile, and 131 detrained in New Orleans. These figures include the first eleven days of May before the World's Fair opened. For the first part of June, the train has been averaging 260 passengers each way, and on June 12, the latest day for which we have information, there were 327 passengers into New Orleans, and 331 departing eastbound in the evening—and this on a mid-week day! Amtrak says this has been the best startup of any train they have launched. They are providing enough cars to accommodate the crowds, as President Claytor promised. Originally, Amtrak said the consist would be two coaches and one Amcafe, but it has been increased to 6-8 cars. Two attendants are assigned to the Amcafe to handle the crowds.....

★★★

EMPIRE SERVICE CORRIDOR schedule changes that do not appear in the Apr 29 Amtrak system timetable are provided in a supplement (Form A—supplement) printed in an edition of 250,000 and titled "Amtrak Schedule Changes".....

PITTSBURGH-CLEVELAND SERVICE is possible in the next year or two. NARP said that the Ohio DOT is feeling out Amtrak on that subject. After that service is established, Ohio would like to see the Cleveland-Columbus-Cincinnati corridor worked on, serving Dayton and Springfield as well. In early April, Amtrak and the Ohio DOT inspected the Chessie and Conrail tracks Pittsburgh-Youngstown-Akron-Cleveland. The two railroads are to submit estimated costs by August for upgrading their lines to 75mph standards.....

★★★

A THIBODAUX, LOUISIANA travel agency was found to be sending passengers for the westbound SUNSET LIMITED over 50 miles east to New Orleans to board the train, when the Schriever LA station was only four miles away. Apparently the agency was unaware that the train stopped there. Finally, one of the SUNSET's conductors, somewhat concerned about his backtracking passengers, stepped off the train recently in Schriever and phoned the travel agency to put them on the right track.....

AUTO TRAIN PASSENGERS can obtain special hotel rates at the Hilton Inn Gateway in Kissimmee, the Hilton Inn Florida Center, and the Hilton Inn Orlando, with savings said to be up to $81 for a 3-night stay. A blue-and-yellow folder describes this special. Details can be obtained from Amtrak or from travel agents.....

WORLD'S FAIR BROCHURE listing 14 Amtrak tours was printed in an edition of 250,000—a near-record number for a single Amtrak destination, the rail corporation said. However, the supply was exhausted even before the fair's May opening, and Amtrak said it was publishing another 134,000 copies. Amtrak's tour brochures can be obtained by writing Amtrak Distribution Center, PO Box 7717, Itasca IL 60143.....

AMTRAK WILL PARTICIPATE in a promotion with AT&T to accept "Value Credits" as part of the cost of rail tickets. The AT&T "Opportunity Calling promotion allows telephone users to earn credits for making long-distance calls. Credits will be reported to customers every three months with the first statements to be received in September. Amtrak is one of seven travel firms in the promotion; others include Avis, Cunard and TWA. Amtrak will accept application of a $75 certificate on a $200-299 adult full rail fare, a $125 certificate toward a $300-399 tickets, and one for $175 toward a fare of $400 or more. (Metroliners, AUTO TRAIN and some peak holidays are blacked out.) The certificate may be redeemed at any Amtrak ticketing outlet, including travel agents, who will receive commission on the full fare.....

SINGER MICHAEL JACKSON and his entourage rode the CARDINAL from New York to Washington on May 13 when he visited the White House to receive an award from President Reagan. He occupied bedroom suite C and D in car "Oak Grove". The consist of his train 51 was engine 267 and cars 1354, 2448 "Oak Grove", 4730, 4616, 28013, 25034, and 25048.....

RIDERSHIP AT DULUTH during the summer is higher than many larger cities, such as Atlanta, Miami, Kansas City, Pittsburgh, Denver, Dallas and San Francisco, brags the Duluth Convention and Visitors Bureau. That would rank the city somewhere between 23rd and 40th among Amtrak's 552 stations.....

THE NEW YORKER magazine for June 25 (not available here yet) contains an article on New York's MTA by James Lardner.....

★★★

NEW MENU ITEMS on Amtrak effective Jun 17 include Belgian waffles for breakfast, served with apple compote, butter and syrup ($3.25). Buttermilk pancakes or two eggs served to order are the same price, and all come with fruit juice, toast, and coffee, tea or milk. More than 80% of menu items are now freshly prepared on the trains, Amtrak says. For lunch, new entrees include stuffed potato skins, a 9-inch pepperoni or plain pizza, and an antipasto salad, all ranging from $3.25 to $3.50. New dinner menu items are oven-baked chicken with whipped potatoes and vegetables ($6.50); Fisherman's Catch—any of a variety of regional and seasonal fish "prepared and garnished in the chef's own style"; a 10-ounce steak ($10.25); and vegetable lasagna ($5). All entrees come with salad, rolls, and coffee, tea or milk. Amtrak said that apple pie or apple pie a la mode are available on all trains, and at least one of seven other types will also be on each train—key lime pie, blueberry, cherry, pecan, lemon meringue or peach.....

BULLET TRAIN SERVICE was halted for several hours between Osaka and Kyushu on May 30 after nine earthquakes were recorded 300 miles west of Tokyo. Conventional service on the Tokyo-Okayama route was also halted, and other lines had slow orders issued. Apparently no rail damage was recorded, however.....

★★★

DEMOCRATIC PLATFORM COMMITTEE heard testimony from NARP on June 4 and from other lobbyists. NARP urged support for efficient new rail transit systems. Executive Director Ross Capon urged adoption of planks which would (1) call for a reduction in the extent to which federal restrictions on transportation funds influence highway-vs-transit planning decisions, and (2) affirm a commitment to maintaining a nationwide rail passenger network at least as large as the present one. Said Capon, "The long-term fiscal health of the nation would benefit if the federal government encouraged rather than discouraged carefully planned rail transit systems, which have proven to be the most effective way to attract those to whom the automobile choice is also available. The San Diego-East light rail line recently rejected by U.S. DOT would have lower operating deficits thru the year 2000 than would express bus service ($6 million rail vs. $100 million bus!)" NARP decried examples of the federal anti-transit bias: ■ States are likely to lose federal dollars when they trade in highway projects for mass transit projects. ■ Employers can provide parking spaces as tax-free benefits, but not transit passes. ■ The major Interstate highway construction program is funded with 90% federal dollars, while the Surface Transportation Assistance Act of 1982 lowered the *maximum* federal contribution to mass transit capital projects from 80% to 75%. ■ In 1975, the Mass. Sec'y of Transportation said failure to build depressed freeway *and* railroad links across Boston would leave the region with "inadequate railroads, inadequate highways, and an inadequate city." Today, largely because there is no federal funding source, the rail portion of the project (a link between North and South Stations) appears to be dead. Capon also emphasized the need for an "adequate capital budget for Amtrak," which, he said, "desperately needs more rollingstock and the ability to provide decently-located terminals in several major cities, among them Richmond VA, Cincinnati, Jacksonville, and St. Louis".....

A KINKED TRACK, resulting from 100° heat, was believed responsible for the derailment on June 8 of the southbound PATRIOT, Amtrak train 169. The 9-car Amfleet train derailed six of its cars in southwest Philadelphia in a 100mph zone, 10 minutes out of 30th Street Station. Thirty-six people were reported with minor injuries. There were about 300 passengers on the Boston-Washington train. The last three cars on the train tipped onto their left sides, the next tilted at an angle, and the two ahead of it remained upright. After an hour's delay, the train continued on to Washington with its first three cars only, and about 250 passengers. The 2:40pm wreck tied up the NE Corridor for a time, with some trains reported delayed about 3 hours. The derailing train tore up 500 feet of track and took down 100 feet of catenary wire. The wreck received widespread media coverage, with UPI photos taken from the rear of the train, showing a truck pulled off the last car, being reprinted in many papers. The New York Post headlined the story "350 in miracle escape from Amtrak wreck"...

★★★

THE SLOW AIRLINES: USA Today reported Jun 13 that flight delays in May were 112% higher than in May 1983, and that flyers can expect delays to be even more frequent this summer. One in 12 flights was delayed 15 minutes or more.....

SALE OF CONRAIL is the topic of intense discussions in Washington. The federal DOT has taken bids on the railroad, and 14 were in by the deadline of Jun 18. The DOT wants to sell the railroad intact, not piecemeal, to a financially stable purchaser. Among major bidders were Norfolk Southern, CSX, the employees of Conrail, First Allied Corp., Alleghany Corp., Guiford Transportation Industries, hotel owner Marriott, and Burlington Northern (as part of a Citicorp (bank holding company) investment group). The DOT seems to feel that it could sell the road to one of these, but it will take some time to reach a decision. The Conrail Board wants some say in the matter too, but it is not clear whether they have a legal say. Congress will have to pass legislation enabling the sale. In a Jun 18 letter to FRA Administrator John H. Riley, NARP President John R. Martin called for "a provision that the buyer would continue to maintain Conrail facilities needed for passenger service." Said Martin, "the most obvious example is the BROADWAY/CAPITOL LIMITED main line thru Fort Wayne, parts of which Conrail once planned to downgrade or abandon. We are concerned... that acquisition of Conrail bya private company... might once again threaten this line. This prospect would be particularly unfortunate, since the City of Fort Wayne will spend $70,000 this summer" to study development of the station as an intermodal transportation center. NARP pointed out that Conrail dispatches and operates more Amtrak trains than do any of Amtrak's 20 other contracting railroads. The CSX Corporation wants to see DOT sell the railroad piecemeal to several buyers, which the DOT opposes. Conrail chairman L. Stanley Crane has said he does not want Conrail sold to Norfolk Southern because it would mean a loss of jobs.....

★★★

THE FLORIDA LEGISLATURE made several important steps forward in rail passenger service this month. It voted to establish a Florida High-Speed Rail Commission with the powers of franchise and of eminent domain. It can award a contract to a company that would with private money build a Tampa-Orlando-Miami system. The legislature also approved design funds for a Miami-Deerfield Beach commuter rail project. The project includes an important transfer station to Miami Metrorail on the Seaboard main line. The legislature also okayed funds to continue the SILVER PALM thru Nov 1985.....

TACOMA, WASHINGTON STATION was dedicated Jun 15. The last train to use the old station, the night of Jun 14, was a special Portland-Seattle makeup train, since the PIONEER was 14 hours late due to Iowa floods. The train consist was engine 363, cars 35005 (renumbered snack coach), and 34008.....

LAKE MICHIGAN CAR FERRY service runs Jun 15 thru Sep 3, between Milwaukee and Ludington. Call 800-253-0094 for info.....

BOSTON'S SOUTH STATION had a ground breaking ceremony Jun 7, beginning a rehab project for the historic station. FRA's John Riley participated.....

News in this issue is updated thru June 22, 1984.

West Coast Report

THE SUMMER STOLSTICE arrived Jun 21, and with it much unusual rail activity in the Bay Area. The "Louisiana World's Fair Daylight" with the famous 4449 steam engine left San Francisco about 9:15am on the next leg of its return trip to Portland from the World's Fair. It went thru Berkeley at 1:40pm seemingly at top speed. Shortly after its passage, some grass fires erupted near its path, particularly a big one on Albany Hill overlooking the tracks. We've heard of coal-burners sending off sparks that ignited fires, but with the oil-burning 4449 the fires could have been due to careless smokers among the numerous folk out to watch the big train. In San Francisco there was a big ceremony at noon for the official return of the cable cars. We will cover this in somewhat more detail later. San Francisco is also into its trolley festival now. As part of the city-wide cable car celebration, a fireworks display was held on the S.F. Marina after dark, and passengers on the incoming SAN JOAQUIN must have had ringside seats to the display, on a beautifully clear evening.

The "World's Fair Daylight running between Dallas & Houston on May 31, departing Hearne TX, eastbound on 25mph jointed rail. This was the route of SP's SUNBEAM. Photo by Alex Mayes.

PETALUMA & SANTA ROSA RAILROAD, the 10.6-mile line between Santa Rosa and Graton CA, owned by the NWP (which is in turn owned by SP), was officially abandoned Jun 17. The line was 81 years old this month. The Sebastopol City Council voted the week before to okay a feasibility study on converting the line into a tourist railroad, which might haul passengers into the wine country.

HEAVY, CONTINUING RAIN in the Midwest has been causing the CALIFORNIA ZEPHYR to run late, and in turn the PIONEER and DESERT WIND. The southbound COAST STARLIGHT detoured the night of Jun 16 on the UP thru Feather River Canyon because of an SP freight derailment near Mt. Shasta. The train lost 9½ hours and arrived Los Angeles about 4 or 5am the day after it should have. There wasn't enough time to clean the train and get it out on its regular schedule, so it left L.A. northbound at 1:30pm on Monday the 18th. Surprisingly, the northbound train that took the detour lost only about 2½ hours.

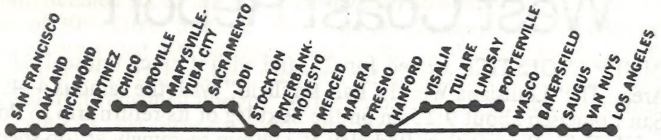
CALTRANS PUBLISHED ITS "Rail Passenger Development Plan 1984-89" late in May (tho it's dated March). In a nutshell, besides recommending continued funding for existing rail services, it recommends the following for proposed services: S.F.-Reno: work with Nevada on cost-sharing and operational proposals; S.F.-Monterey: give further consideration to restoration; Santa Barbara-L.A.: continue discussions with Amtrak and local agencies, wait for resolution of legal issues regarding Oxnard service; L.A.-Coachella/Imperial Valleys: no further effort; L.A.-Oxnard: await resolution of legal issues and cost issues; L.A.-San Bernardino: no further effort; L.A.-Riverside:not recommended; L.A.-South Orange County: no further effort until pending report is completed (due end of summer); L.A.-Saugus/Newhall: no further effort unless local support and resources are made available.

THE NEVADA DOT in its latest quarterly report states briefly that "efforts are being made to increase Amtrak service between the Bay Area and Reno/Sparks".

THE SEATTLE MONORAIL has, with the help of Northwest Orient Airlines, received a Chinese dragon paint job, along with the airline's logo. This is for a China ex-

hibit at the Seattle Center, which runs thru Aug 31.

"THE SAN JOAQUIN $7 return fare ends June 30" reads a current newspaper ad in our area. The ad includes a little diagrammatic map, shown below.



SP ENGINE 1251, an 0-6-0 steamer that has been in a Stockton park for 27 years, has been purchased for $3300 by Robert C. Gray of Orinda, the owner of the Virginia and Truckee Railroad. He plans to make it operational again.

What's Doing at Beech Grove

More personnel have been hired at Beech Grove to speed up the repair of damaged Amtrak equipment, according to a report from NARP.

The summer of 1985 should see the completion of work on the conversion of six ex-Santa Fe Hi-level diners to diner-lounges, and of six ex-Southern Railway coach-lounges to diner-lounges.

One of Amtrak's 25 slumbercoaches was destroyed by fire this spring at New York's Sunnyside Yard. Substituting for the car have been two regular sleepers, appearing on the BROADWAY, CAPITOL LIMITED, and LAKE SHORE LIMITED.According to Amtrak's most recent consist book, the LAKE SHORE and CITY OF NEW ORLEANS are assigned slumbercoaches of 24-8 configuration. The CRESCENT carries a 16-10 slumbercoach.

A while back, some Superliner coaches were fitted with temporary snack bar facilities. These cars are now fitted (or being fitted) with permanent snack counters, and in the process they are renumbered into the 35000 series.

RIVER CITIES (continued from page 11)

Altho the train got off to a slow start patronage-wise, averaging four or five passengers per trip in its first week, later ridership counts show between 20 and 30 each way. On June 12 the train (no. 359) had 16 coach passengers and no sleeper passengers. The sleeper reportedly has been averaging 3-4 passengers, and critics blame that low count on Amtrak's non-competitive sleeper fares. The current fare structure provides a reasonable coach rate of $156 roundtrip St. Louis to New Orleans. The sleeper fare, however, is $348, and that rises to $406 (roomette) June 22, when blackout of excursion rates begins in sleepers. The coach fare is competitive with the air fare of $279 roundtrip (with restrictions), altho it is not advertised; but the sleeper fares, critics complain, are not competitive with anything, and so the sleeping car often departs and arrives St. Louis with no passengers.

According to Amtrak's Chicago office, its marketing projections were to attract 53,000 riders,or 73 per trip each way, in the first year. The short notice given the startup of the train is blamed for much of the early low patronage. For instance, tour operators say they require six months' notice of train availability in order to plan a tour, but there was only six weeks' notice of the beginning of operation of the RIVER CITIES. Critics place much of the blame for this train's slow start on Amtrak's Marketing Department.

EAST COAST REPORT (continued from page 4)

open gate. Unfortunately, the first morning train from New York no longer connects with the daily Block Island boat, this year leaving at 10am. The only connection to the island is on Friday evenings, June to early September.

At the Old Saybrook station, the clock is put back to around 1900, with the place having virtually no modern modifications. A little-used four-mile spur runs off to the Valley Railroad depot in Essex. For Amtrak passengers who wish to ride the Valley Railroad, a taxi transfer costs $6.50. The Valley Railroad combination 2-hour, 15-minute train and Connecticut River boat ride costs $7.95.

Since the beginning of June a roundtrip excursion fare between New York and Philadelphia costs $30, an 11% increase and well above the system's average rises.

★★★

A trip on Advance 19 the CRESCENT on Thursday, June 7 was pleasant and early into 30th Street Station, Philadelphia. The return on Wednesday, June 13 was plagued with annoying little problems. Train 182, the CONGRESSIONAL, arrived at 30th Street on time with the lights and air conditioning not operating and the door opposite where I was standing not able to open. After a 15-minute delay, we began moving, only to stop and back up again, allowing a Metroliner Service train to go ahead. From 30th Street to near Zoo Junction we had a 10mph speed restriction. The ride from there seemed rougher than normal, and there were a lot of slow spots at work areas. The lights and air conditioning failed again around New Brunswick, was reset at Newark, and we arrived at Penn Station 15 minutes late. Some of the doors would not open again, and there were many more snickers than grumbles from the passengers.

★★★

New York City subway crime is up 13% in the first three months of 1984 over the same period last year. Under discussion is who should be in charge of the TA police—the head of the TA or the city's Police Chief. The Port Authority Bus Terminal also reports a 50% increase in crime since 1979 at the expanded facility. In spite of that, it is a generally more pleasant place to catch a bus than before the remodeling and extension.

In connection with Arthur Imperatore's real estate development on the former New York Central yards at Weehawken, New Jersey there is now talk of laying a passenger rail line north along the Hudson beneath the Palisades from the PATH station at Hoboken thru the Susquehanna Tunnel to connect with the existing Bergen County lines. However, a trans-Hudson ferry service is easier to start, and is more likely to come first.

NEW VANCOUVER TRAIN (continued from page 6)

A fall, 1985 startup would coincide with VIA's plans to return the CANADIAN to its former three-night schedule between Toronto and Vancouver. This would include a cut of approximately seven hours (It would take a cut of almost twice that time to return to the fastest possible schedule).

It has been stated that the Vancouver-Edmonton run will be made tri-weekly, on days offset from the Prince Rupert service. Furthermore, the Prince Rupert service is to connect with the British Columbia Railway at Prince George for travel from Jasper to Vancouver and return. In order to make the BCR connection reality, the PANORAMA must operate in the time slot of the three-night transcontinental schedule.

Taking these assumptions and working eastward, we find that:

- Portions of the Rockies would be traversed in darkness, but the Fraser River Canyon would be seen in daylight.
- Connections at Calgary and Edmonton will likely be made between east-west trains and Alberta corridor Dayliners in mid-afternoon. The chartered bus link to Train 1 and from Train 2 at Calgary for Edmonton and Red Deer would be discontinued.
- Service at Saskatoon would be at marginally acceptable hours, but Regina would likely be served in the wee hours. Inaction by the Provincial government on plans for an intermodal terminal in that city undercuts arguments directed at serving the Saskatchewan capital at better times for transfers.
- At Winnipeg, breakfast time arrivals from Vancouver and late evening departures for the west would result in a midday layover for connections between the Canadian Rockies and a future international section of the Amtrak EMPIRE BUILDER.
- For owners of resort cabins in the Winnipeg-Farlane area, the new schedules would put Trains 7/8 into the time slot they prefer—leaving Winnipeg in the morning and returning in the evening. This year-round convenience was specifically mentioned in the June 3 reports from Winnipeg. Many of the cabin owners in the roadless lake area are constituents in Mr. Axworthy's Parliamentary riding.

■ At Sudbury/Capreol the real questions start. Would Trains 1/2 and 7/8 just miss the tri-weekly RDC Trains 177/178 for connections on the short line to Ottawa and Montreal? If 177/178 is rescheduled, transcontinental passengers would flock to this route, overloading the unreserved-seat train. If 177/178 is not rescheduled, follow the schedules via Toronto to see what happens.

■ At Toronto, the running time reduction becomes critical, in order to retain connections for Ontario corridor points.

■ If the running time reduction and other adjustments are sufficient, then connections can be made at Toronto with LRC trains for Montreal. Ottawa connections at Toronto are dubious on current schedules, but VIA would likely be willing to patch this link up as part of corridor improvements.

■ Now we are into Montreal at about 11pm. The OCEAN for Halifax left at 6:50 pm, but the CHALEUR is still on hand. On the trip west, the LRC trip would leave Montreal at about 7:30am. No connections from the Maritimes or Gaspe are due in before then, so overnight layovers are likely to be needed in both directions.

These problems inherent in the three-night schedule can be worked out, but they are going to require some combination of more train-miles or more cooperation on speed from the railways. The needed elements, which we have not yet heard discussed, are either: (1) restoration of an Ottawa-Montreal section of the transcontinental service from Sudbury/Capreol; (2) a very fast schedule, along the lines of former CPR CANADIAN timetables; or (3) a second Maritimes-Montreal train, allowing one train from Halifax back onto the early morning arrival slot in Montreal, and one train back onto the midnight departure slot from that city. Anything less than taking one of these steps will result in a variety of problems along the route.

The restoration of a "fast" transcontinental schedule has been supported by many groups, and this writer has spoken in favor of it. However, it has to be done right. Key commitments have been made by the Transport Minister, but will the concept be given the resources needed to make it work?

The restoration fo Edmonton-Jasper-Vancouver service is now officially supported by all three Canadian Parliamentary parties. The other parties are not tied to a particular plan, however, but may find themselves drawn into the Axworthy commitment. But will VIA be able to pull itself together and make such a plan work? Stay tuned.

REPORT ON THE GRAND RAPIDS LINE

BY DUANE W. ROLLER

The first weekend of June I had a chance to inspect the stations along the C&O's Grand Rapids line, which is slated for Amtrak service this month or next. Given the imminent inauguration of service, I was astonished to find no evidence whatsoever of preparations for the passenger train. The following is a report of the station facilities:

St. Joseph—The traditional-style C&O station is empty, but seems in good condition. Some repairs of the stairway to downtown will be necessary. A platform must be laid.

Bangor—The station is used by a local business, and is in fine shape, as is the platform (the only remaining one on the route).

Holland—The station has a ramshackle appearance, but is probably in better shape than it looks. The platform must be relaid. There is no sign of the city's promised restorations.

Grand Rapids—The Union Station was lost in the early 1960s, and thereafter C&O used a modern structure in the freight yards, which seems also to be gone. The proposed location for a new station is closer than the recent C&O one, in a decayed industrial neighborhood less than a mile from downtown, with bus service very close. Unfortunately, it may suffer from the "East Peoria syndrome", wherein a station which is actually convenient does not gain the business it should because it is perceived as being in a bad location. There is no sign of construction, altho C&O track crews were working in the vicinity. The station would also be accessible to the Lansing-Detroit line, a good omen, so there will be no repeat of Port Huron or Cincinnati.

CARS & CONSISTS

*EAGLE, train 22, San Antonio May 25: engines 299, 318; cars 34045, 34079, 38003, 39918, 2988 "Pine Dale", 1158. Train 21, 1st section, Alton IL Jun 10: engine 280; cars 21138, 21154, 21144, 20027, 21167, 21247. 2nd section: engines 370, 300; cars 1213, 2988 "Pine Dale", 39918, 32020, 39974, 34063, 34087, 38018, 34045, 34046.

*CITY OF NEW ORLEANS, train 59, St. Charles Airline, Chicago, May 6: engines 335, 306; cars 1246, 4631, 4013, 4636, 28006, 25111, 8508, 2890.

*COAST STARLIGHT, train 11, San Jose June 8: engines 306, 285, 230; cars 1139, 1255, 39902, 32002, 32031, 38036, 33016, 31016, 31023, 35007, 34071, 34031, 39942, SP 117 "Tucson", Rail Ventures of San Francisco car "Yerba Buena". (Train currently operates with sleepers at head end.)

*CRESCENT, train 20, Washington DC May 13: engines 256, 306; cars 1179, 1619, 2450 "Beech Grove", 2230, 4648, 4636, 4634, 4016, 8505, 3112, 4726, 4701, 4715, 4704, 2052, 2917 (last seven cars on at Atlanta).

QUOTES OF THE WEEK***

"Part of the problem is that Amtrak in 1971 picked the wrong route on which to run its trains. Its streamliners roar northward from Chicago on Milwaukee Road tracks through some of the most productive cornfields in the Midwest. Unfortunately, the population is concentrated on the Chicago & North Western line along the lakeshore in places like Evanston, Highland Park, Waukegan, Kenosha and Racine.

"The other part of the problem is that Wisconsin apparently still believes the stagecoach is the most advanced form of transportation available and refuses to provide financial support to improve rail service even to its largest city."

—Chicago Tribune editorial, June 12.

SLIP OF THE MONTH CLUB***

(The following news article is reprinted in its entirety:)

"450 Evacuated in Boston Subway Fire

"Boston (UPI)—A fire in a rapid transit subway Friday forced about 450 commuters to evacuate the tunnel and slowed the morning commute for thousands of others. No one was injured.

"The blaze, the third in the subway system in a week."

—Los Angeles Times, June 16.

RAIL FANTRIPS

Jun 30, Jul 1, 28, 29, Aug 18, 19, Sep 15, 16. RT excursions Chessie System's B&O Museum & Mt. Clare Junction withOld Number One, world-famous 4-6-0 steamer, with vintage open-window passenger car; 12 trips daily. B&O RR Museum, 901 W. Pratt, Baltimore MD 21223. 301-237-2381.

Aug 18: First train over ex-PRR Pope's Creek Branch from Bowie to Southern Maryland in many years. From Washington and Baltimore$40 maximum. Baltimore NRHS, Box 10233, Balt 21234.

1984 NRHS Convention, Cincinnati, major events: Aug 25, steam to Muncie IN over B&O and Norfolk Southern (ex-PRR & NKP). Aug 26: Steam to Louisville over ex-L&N. Aug 27: Extra section of Dayton OH trolleybus system tour. Aug 28: Extra sections of tours of Chessie's Queensgate Yard, part of never-completed Cincinnati subway, and Cincy Union Terminal. Aug 29: day: visit to Dayton Trolleybus system or charter operation on Whitewater Valley RR steam tourist line; evening: dinner cruise on Ohio River. Aug 30: Day: steam-powered excursion to Danville KY over NS; evening: movie & theater organ party. Aug 31: afternoon: choice of visits to Queensgate Yard, Cincy subway, or Union Term. Sep 1: day: diesel circle trip to Columbus via CR & Chessie. Sep 2: steam to Russell KY on C&O. Sep 3: steam to Winchester KY on ex-L&N. Cincinnati Chapter NRHS. (513) 729-5392.

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STAMFORD CT Aug 10-11 1984. Annual convention and show of the National Association of Timetable Collectors. Friday Aug 10: open to NAOTC members and registered dealers ONLY, Saturday Aug 11 open to the public from 9am to 3pm. Over 60 tables available to NAOTC Members and Railroad paper dealers ONLY. Complete details from Max Brunswick, Chairman, 155 West Rock Avenue, New Haven CT 06515. The location will be the modern Marriott Hotel, next to Amtrak/Metro North rail station in Stamford. Plan to attend America's largest paper-only show. Saturday admission $2 per person. The NAOTC Annual Convention is held in the Northeast only once every three years. Don't wait till 1987 to see this outstanding sale of rail, trolley, bus, air timetables, Employee Timetables, Guides, Postcards and all transportation paper.

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Milwaukee, Missouri Pacific, Northern Pacific, Rock Island, Southern Pacific, UnionPacific and Western Pacific uniform button blazer sets, two large, six small, $4.95 or any four $16.95. Joseph Lajoie, Box 3, Methuen, Mass. 01844.

To the Amtrak Board of Directors: On Febr. 24, 1982, the Amtrak board formally resolved to declare Comptroller General decision B-114829 and the predecessor of 31 U.S.C. 3526 null and void in respect to Amtrak—without explicitly stating so in the minutes and without citing its legal authority. Sec. 3526 provides that Comptroller General decisions are binding on the GAO, the respective parties, and the executive branch of the federal government in general. Decision B-114829 pertains to Amtrak's "agency" status under the three "open government" laws and the Federal Register Act. Three members of the Amtrak board—the Secretary of Transportation and the two agents appointed by, and serving under, the Secretary pursuant to 45 U.S.C. 543(a)(1)(E)—represent the federal givernment directly. The purpose of this open letter is to petition the Amtrak board—including the three DoT officers—to publicly identify the legal authority that permitted them to summarily suspend the operation of 31 U.S.C. 3526 and Comptroller General decision B-114829 of Sep. 18, 1978.

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